

WAR NEWS

On the Battle Front, Sept. 19.—Overpowering fatigue and privations resulting from five days of unrelenting struggle brought about last night a temporary lull in the combat of the powerful armies that are face to face along the rivers Oise, Aisne and Woivre. The roar of cannon, machine guns, and rifles died down early last evening and the presence of two armies composed probably altogether of 1,000,000 or more men within touch of an uneven line and ready to spring to a fatal grip, scarcely could be conceived so intense was the stillness, broken only by an occasional vagrant report.

The soldiers of the allies and the Germans alike were snatching a little rest huddled up in strong entrenchments. In some places the trenches were half filled with water, as equinoctial storms continue.

The French and British, like the Germans, have entrenched and settled down for the stern fight which threatens to be even longer and more sanguinary than the battle of the Marne. Progress is being made at some points by the allies, but very slowly, and the developments of the past 24 hours are not important except that it is officially confirmed that the Germans have received reinforcements from Lorraine.

There were a few isolated encounters today, but both sides appear to have abandoned the rash movements across the open which marked the early stages of the war. Obviously the deadly machine guns have taught a lesson.

One of the incidents of yesterday, when fierce fighting was awful in its sacrifices, was widely recounted today.

A British infantry regiment receiving an order to advance and take a German position, knelt for a moment in prayer. Then the men, knowing their charge was to be terrible in cost, sprang to their feet and with fixed bayonets, clambered out of the shelter of the trench. In short and rapid rushes they advanced in wide open order, alternately lying down and then making another dash of fifteen yards. From the German position came the thick hail of the machine guns. The attacking soldiers hurrahed and sang as they pressed forward. Many fell with cries of determination on their lips. Finally those who remained of the regiment reached and took the German position after a desperate hand-to-hand encounter.

This was only one among many similar acts of courage and discipline on the part of the French, British and Germans alike at various points along the line.

Killed by Train.

Baxter Shepherd, of Rye Cove, Scott County, was killed by a freight train at Glenita, a station near the Natural Tunnel on last Wednesday night. He was returning home from the Fair at Gate City. After getting off at Glenita, he is said to have laid down on the track and went to sleep. A freight train immediately following the passenger train ran over him, cutting off both legs and an arm. He died about four hours after the accident. The deceased was about 68 years old and is survived by a wife and daughter.

FOR SALE:—Chalmer's Automobile, 1912 model. For particulars apply to J. B. Eberhart, London, Ky.—adv. 37-39.

Rats Cost State Millions Yearly

Board of Health, at Governor Stuart's Instance, Suggests Methods of Combatting Destructive Rodents.

Richmond, Va., September 18.—At the instance of Governor Stuart, who is deeply interested in the subject from its effect on agriculture, the State Board of Health has just issued for public distribution a bulletin suggesting methods for ridding Virginia of the pest of rodents.

In recent conference with health officers, Governor Stuart explained that rats in South-west Virginia had become a very serious economic problem. Large field rats, he stated, had settled in various sections of the Southwest and were destroying grain, feed and fowls to the value of many thousand dollars.

At the Governor's suggestion, the Board secured the services of an investigator from the Biological Survey to study conditions in Southwest Virginia. In addition the Board prepared the new bulletin on the best methods of eradicating rats and of the economic loss to the country every year from rodents. Accepting the usual estimate of at least one rat for every human being and the further estimate of the destruction of one-half cent's of food by every rat daily, the Board computed the cost to Virginia of rats at something more than \$5,700,000 annually, or more than half the entire revenue of the State from taxation. This estimate is considered low by those who are familiar with such conditions as Governor Stuart has found in Southwest Virginia.

In the judgment of health authorities, one of the most important steps in combating rats is to remove all available food from their reach. It is pointed out that rats will not be tempted by traps as long as other food is more accessible. Where anti-rat campaigns are undertaken, the first essential is to remove all food from the reach of rats or to protect it by rat-proofing. Methods to this end are suggested in the Board's new bulletin.

For fighting the field rats, to whose destructive work Gov. Stuart called attention, fumigation of the burrows is recommended by the Board as most effective. Where the burrows are found, a very simple process is to soak cotton or waste with carbon bisulphide, to place it within the burrows and then to close the holes with earth. This generally kills all the rats in the burrows.

In urging active steps against rats, the Board points out that in addition to being a serious economic drain, rats are also a menace to health in view of the westward move of bubonic plague during recent years. The Board declares, in the course of its bulletin, that if plague threatens the Atlantic seaboard, the State will be compelled to exterminate rats at heavy expense. Every step that reduces the number of rodents lessens the danger of the spread of plague.

Copies of the bulletin are being sent to all those on the mailing list of the board and will be supplied free of cost to all persons who request them.

Virginia State Fair.

Richmond, Va., Sept. 21.—The noise of war and echoes of political uproar do not seem sufficient to take the attention of Virginia people from the Virginia State Fair, which will be held this year in the State Fair Grounds at Richmond October 5-6-7-8-9-10. Keen interest is being manifested in the preparations for this annual event and it would appear, even at this early date, that the attendance is to be very large.

Certain it is that the people who do pass through the re-

volving gates this fall will find awaiting them a greater and finer fair than ever before. The free show in front of the grand stand, famous all over the State for its thrills, is to be more absorbing than ever. Free shows are to cost the State Fair Association something like \$25,000 this year.

The sum of \$50,000 has been offered by the association in premiums for every conceivable kind of agricultural, stock, and household exhibits. The handsome premium list has come from the printer and may be obtained by dropping a post to the Virginia State Fair Association, Mutual Building, Richmond, Va.

The racing committee promises some striking events on the track. The purses offered are generous and calculated to attract fine stables. Harness races are scheduled for the first four days of the fair week and running races for Friday and Saturday.

Great care has been exercised by the board of directors in choosing the shows for the Midway this year. It is expected that these attractions will be superior in tone and quality to those offered in other years. It has been definitely decided that there are to be no dancing girls shows and the Midway is to be conducted with refinement.

Among the Midway attractions already booked are: The Posing Horses; the new Auto Drome; Wild Animal Show; an athletic show, the Submarine Wonders; Wild West; Ocean Wave; Ferris Wheel; The Flying Lady; Crazy House, and many others too numerous to mention.

"Dare-Devil Schreyer," who is called the greatest gambler in the world because he gambles daily with death, has been engaged for the free show in front of the grandstand. His feat, which consists in riding a bicycle down a narrow incline 120 feet above ground until he comes to the end of the incline, whereupon he dives from the wheel into a tank no larger than a dining-room table, defies description. It is unbelievable until one has seen it.

Dog Law

Effective in Wise County Beginning Oct. 1st.

Chap. 164 of Acts of 1914.—An Act to prohibit the running at large of dogs, and to provide a penalty for the violation thereof.

Approved March 21, 1914.

1. Be it enacted by the General Assembly of Virginia, That it shall be the duty of every person owning or having in charge any dog or dogs, to at all times confine such dog or dogs to the limits of his own premises on which such dog or dogs is, or are, regularly kept.

Provided, that nothing in this act shall be construed to prevent the owner of any dog or dogs, or other person or persons, having such dog or dogs in his or their charge, from allowing such dog or dogs to accompany such owner or other person or persons elsewhere than on the premises on which such dog or dogs is, or are, regularly kept.

Any person violating this act shall be deemed guilty of a misdemeanor and shall be fined not less than two nor more than fifty dollars.

This act shall not apply to the running at large of any dog or dogs within the corporate limits of any city or town in this State that require a license tag to be kept on dogs. But this act shall not apply in any county in the State until the same has been adopted by the Board of Supervisors of such county.

When Europe threw the monkey wrench into the machinery of international business it became a second rate continent.

If the kings and emperors would just consent to do the fighting themselves and leave their armies out of it, the world would join hands and yell "go to it!"

The Wise County Fair.

As the time for the Wise County Fair approaches, each day witnesses increased activity on the part of the officers and directors of the Fair Association to make it a notable success.

Exhibits may be entered any time between now and the opening day of the Fair. Those desiring to place exhibits should notify the secretary as early as possible and list the exhibits with him.

One of the most interesting features will be the athletics, and chief among these events will be three games of base ball. It is likely that the crack Norton team will cross bats with Cochran, and Wise with some strong nine from another county. This series is sure to arouse great enthusiasm.

There will also be a grand automobile parade in which about a hundred cars, all beautifully decorated, will take part. This will be one of the most spectacular events ever pulled off in Wise County.

Racing will play a prominent part at the Fair. There will be horse racing, mule racing and a motorcycle race. The latter will be a dare-devil affair, which will furnish many thrills for the spectators. There will also be fancy riding and driving contests, in which the many beautiful pony outfits driven by our young people will play a prominent part.

There will also be a splendid carnival on the grounds and many shows and much confetti will feature the occasion.

But, perhaps the most interesting feature of all will be the school exhibits. All over the county this is being prepared for. Every principal and teacher, led by Prof. Hillman, the Superintendent of Schools, is working to make this a big day in the educational history of Wise County and it is confidently expected that many thousand children will take part in these epoch making exercises. This is a sight that no father or mother in Wise County should miss. Every child should be in line and every lover of children and education should be present to lend encouragement by their presence.

The price of admission has been put at ten cents a day for the children and thirty-five cents for the grownups. Every endeavor is being put forth to make a long to be remembered occasion by the people of Wise County.

All the principal railroads in the county have made arrangements to give special rates to and from the fair.

So, come, everybody come and bring somebody with you.—Cochran Journal.

Democratic Leaders

Confer in Bristol.

Bristol, Va., Sept. 16.—The Democratic campaign committee of the Ninth District of Virginia met in Bristol Tuesday, at Hotel Bristol, with R. Tate Irvine, the party's nominee for congress. Splendid reports were received by the committee from all counties of the district and it was decided to inaugurate one of the biggest speaking campaigns in the history of the Ninth.

Those present were: R. T. Irvine, of Big Stone Gap; C. W. Bondurant, of St. Charles; J. F. Wyser, of Pulaski; John H. Goss, of Bristol; Judge W. E. Fulton, of Wytheville; J. O. Bradley, of Abingdon; C. T. Duncan, of Lee; G. M. Warren, of Bristol; Dr. J. D. Buchanan, of Smyth; and Campaign Manager C. S. Carter, of Wise.

It was decided not to resume the speaking until after the prohibition election of next week. Candidate Irvine will speak at Abingdon September 28, and at Clintwood, Dickenson county, on September 29. It was announced that Congressmen Glass, Montague, Flood and Sanders; Senators Martin and Swanson; District Attorney R. E. Byrd; Attorney General John G. Pollard and Governor Stuart will give all of their time to canvassing the district that the committee may ask.

The committee was well pleased with the rallies held at Jonesville September 7, and Lebanon September 8. The committee feels that the fight is a winning one and that 1914 is a good democratic year. The committee received reports to the effect that the democrats generally are taking much interest and the rank and file of the party working for success in November.

After the speaking at Abingdon September 28, the speaking campaign will start in earnest and speakers will invade every county in the interest of Irvine for congress.—Bristol Herald-Courier.

Coal Breaks All Records

More than 570 Million Tons Mined in 1913; Value of Output was 760 Million Dollars.

The production of coal in the United States has again broken all previous records, the output for 1913 being 570,048,125 short tons, which is considerably more than double the production of 1900 and more than eight times the production of 1880, according to a statement just issued by the United States Geological Survey, from figures compiled by Edward W. Parker, coal statistician. The value of the coal mined in 1913 is given as \$760,488,785.

Compared with the previous year the output for 1913 shows an increase of 35,681,545 tons, or nearly 7 per cent. The increased activity indicated by these figures was well distributed throughout the 29 coal-producing States, 23 of which showed increases and only 6 decreased production, the decrease in one of these—Colorado—being due solely to labor trouble. Of those showing increase, 12 made record yields, and Pennsylvania, the leading coal State, broke records in both bituminous and anthracite production. The States which broke all former records in coal production were Alabama, Illinois, Kentucky, Montana, New Mexico, Ohio, Oklahoma, Pennsylvania, Texas, Utah, Virginia, and West Virginia. The largest increase in the production of bituminous coal was in Pennsylvania, where 11,915,729 tons was added to the output of 1912. West Virginia showed the second largest gain, 4,522,295 tons, and Kentucky the third largest gain, 3,125,079 tons, which was also the largest percentage of increase, amounting to 19 per cent, of all the important coal-producing States. Indiana was fourth, Illinois fifth, Ohio sixth, and Alabama seventh. While the total increase was very large as figured in tons, the percentage is what may be considered normal and indicative of healthy industrial activity throughout the country.

Coal mining, like all other industries in the Ohio Valley States, was seriously interfered with by the great floods during the spring of 1913, and Mr. Parker estimates that from 5 to 10 million tons of coal would have been added to the year's output but for this disaster. With no violent fluctuations in the demand by the blast furnaces, steel works and other manufacturing industries, the demand for coal for those purposes shows only a normal increase. The continued decrease in the use of fuel oil in the Mid-Continent oil field and the strike in the Colorado coal mines resulted in an increased output of coal in the Central and South-western States. With a few exceptions, notably in Illinois, Indiana, and Oklahoma, values ranged higher than in former normal years, so that from the producers standpoint the conditions in 1913 were fairly satisfactory.

The development of our coal-mining industry with reference to population presents some interesting comparisons. In 1850 the coal output was 7,018,181 tons, or 0.3 ton for each of the 23,121,876 inhabitants; in 1880 the population had increased to about 59,000,000 and the production of coal to about 71,000,000 tons; an average of 1.42 tons per capita. At the close of the nineteenth century the population was 76,303,387, an increase of a little over 50 per cent as compared with 1880, while the production of coal had increased nearly 300 per cent in the same period and averaged 3.53 tons for each person. In 1913 the per capita production was figured at 5.85 tons. In addition to this increase in the consumption of coal, the use in recent years of petroleum and natural gas should also be considered.

The coal mines of the country gave employment in 1913 to an

army of nearly three-quarters of a million men—747,644. The average number of days worked by the bituminous miners in 1913 was 282, against 223 in 1912, while the average time made in the anthracite mines in 1913 was the best on record—267 days for each man. The average production per miner in the bituminous mines increased from 820 tons in 1912 to 838 tons in 1913, both being record-breaking averages, while anthracite miners increased their average from 485 tons in 1912 to 532 tons in 1913.

GOOD ROADS ASSOCIATION

Bristol, Tenn., Va., September 18.—The sixth annual convention of the Southern Appalachian Good Roads Association will be held in this city from October 6 to 9 inclusive. This promises to be one of the most important road conventions in the history of the south. It is of vital importance to all the people of the Appalachian region because it aims at the greater prosperity and the greater comfort of the masses through a system of roads that will bring the town and country folk closer together and to a better understanding of the important fact that each one is mutually dependent upon the other in all things that aim at the accomplishment of better living.

This convention will be of vital importance to all people interested in such great through highways of the Bristol-to-Memphis highway, the Bristol-to-Washington highway, the Crest-of-the-Blue-Ridge highway, the Bristol-Bluefield-to-Pittsburgh highway, the Bristol-to-Norfolk highway, the Bristol-to-Charlotte highway, the Bristol-to-Lexington highway, and numerous other highways of special importance to the masses of many counties as a means of bringing them in to easy connection with the through highways mentioned in the foregoing.

Within the last eight years over \$1,000,000.00 has been appropriated and partly spent in the construction of pike roads in counties of upper Tennessee and Southwest Virginia. In spite of this great showing, there are gaps to be closed up in almost every county before the Appalachian highways will be all that they should be to the people who dwell within the bounds of this promising empire of agriculture and industry—this Switzerland of America.

Every patriotic advocate of good roads is urged to talk and work for the success of this great road convention because of the fact that it means new and more generally distributed prosperity among the masses, a wider comfort and a new enjoyment of life. The best can only be accomplished by the co-operation of all the people, and with this thought kept uppermost in every community, the states interested in this road association should be represented in Bristol by several thousand delegates. Every citizen is expected to consider himself a delegate to this convention.

Notable speakers are being arranged for, and the program will be announced later. Boards of Trade and other commercial organizations, governors of states and mayors of towns and cities are being asked to name delegates who have a genuine interest in good roads, and who will come and lend their influence to the success of the coming convention, to the end that great things may be accomplished along the line of road promotion in every portion of the Appalachian region.

It is expected that cities and towns as far South as Memphis will send automobile scout parties to the convention, while other parties are expected from towns and cities as far east as Washington and Norfolk.

Road subjects, such as financing, location, character of construction, etc., are to be discussed by experts.

Ministers Urged to Preach Educational Sermons.

All ministers of the Gospel are urged by the Co-operative Education Association to preach in the month of September a sermon on the importance of education. Eight per cent. of the white people over ten years of age in Virginia are illiterate and in every community it is to be found a number of persons who fail to give the public school proper support. At this time when the schools are opening, what would be more appropriate than for the minister to impress upon his congregation the advantages of an education and the claims of the public schools. The Co-operative Education Association from its Richmond office will be glad to furnish any minister in the state with brief but pertinent data on public education.

"Crowns of autumn hats are high and pert looking," is the word from fashion headquarters. No mention is made of the wearers.